


To-day's Advertisements.

COMPAGNIE DES MESSAGERIES
MARITIMES.
—
PAQUEBOTS POSTE FRANÇAIS.
—
FOR SHANGHAI, KOBE &
YOKOHAMA.
The Co.'s Steamship
Tamise,
Captain REBUZEL, will
leave as above TO
 DAY, the 10th Inst., at 8 p.m.

G. DE CHAMPEAUX,
Agent,
Hongkong, Decembre 10, 1896. 260

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALOUTTA, DJIBOUTI,
EGYPT, MARSEILLES.

MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE

ON WEDNESDAY, the 23rd December
at 12 Noon, the Ottoman Steamship
"SALAZAR" will leave for LONDON via
MALAGA, PASSAGEBOS, SPOKE, and
CARGO, will leave this Port for MAR-
SEILLE via Ports of Call, without trans-
shipment.

Cargo and Spoke will be registered to
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted to
Cargos will be received on board until
3 p.m. and Parols until 3 p.m.

the 22nd December. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are subject to examination.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 10, 1896. 249

**NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.**

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very rapid service afforded by the Lines to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class Table. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK, \$350.

The Railroad traveller is second to none.

on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EVANSTON may proceed by one of the first class ATLANTIC MAIL LINE Steamships.

HONGKONG ROYAL TACOMA, \$225.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

<i>Victoria</i>	3,167	Tuesday,	Dec. 25
<i>Albatross</i>	2,608	Tuesday,	Jan. 11
<i>Orizaba</i>	3,601	Tuesday,	Feb. 9
<i>Tacoma</i>	2,549	Tuesday,	Mar. 2

THE Steamship VICTORIA, Captain A. E. Gove, sailing at Noon,

TUESDAY, the 25th December, we proceeded to VICTORIA (B.C.), to TACOMA (Wash.), and SHANGHAI and YOKOHAMA.

Through Bills of Lading issued to Japan Pacific Coast Points, and to Canadian United States Points.

Consular Invoice of Goods for United States Ports, should be in quadruplicate, and one copy must be sent forward by steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (W address marked in full) by 5 p.m., on day previous to sailing.

For further information as to Passage Freight, apply to

DODWELL, CARILLI & Co.
General Agents.
Honskneg, Seattle, 10, 1896.

SHIPPING.

ARRIVALS.
December 10—
Woonong, British air, from Canton.
Weymouth, German air, from Canton.
Weymouth, German air, from Canton.
Weymouth, German air, from Canton.

Aden, British str., 2,517, R. E. L. B.
Foochow Dec. 3. General.—P. & O. S.
 Co.
Haitan, British str., 1,183, J. S. R.
Foochow Dec. 7. Amoy, 3 and Swatow
 General.—DODD & STRAIGHT Co.
Hyades, British steamer, 1,912,
 Barcham. Bombay Nov. 11, and Singapore
 Dec. 1, General.—P. & O. S. N. Co.
Twissie, French steamer, 1,328, Rebu
Saigon Dec. 6, Mails and General.—M.
 MAGRIE'S MARITIMES.

DEPARTURES.
 December 10.—

Kwong Lee, for Canton.
 Soehren, for Batavia, &
 Dardogne, for Shanghai.
 Copin, for Shanghai and San Francisco.
 Clymer, for Hongkong and London.
 Kwong, for Shanghai.
 Abingia, for Kobe.
 Hatman, for Swatow.
 Trinan, for Yokohama.
 Sildbery, for Haiphong.
 Gault, for Singapore and Bombay.
 Wassong, for Shanghai.
 Trosman, for Chfoo.
 Kastro, for Manila.

CLEARED

Pabst, for Swatow.
 Ahrle, for Fort Darwin, &c.

PASSENGERS

ARRIVED

Per Adm. Ho, Hongkong, from Shanghai, with Mrs. Midgley, from Foochow.
 Chinese, from Hongkong, from three Dracs and Mrs. Lee, German child and son and Mrs. F. S. Sautters.
 Per Europa, from Swatow, Capt. Douglas Horton, and 64 Chinese.
 Per Adm. Ho, from Hongkong, &c.
 Per Singapore, from Hongkong, &c.

On our fifth page will be found a criticism of "Ex-Official" taken from the *Japan Gazette*.

The new Glen liner *Glenhurst* (Captain Webster), 4,350 gross tonnage, arrived at Singapore on the 30th Nov. Capt. Webster reported that on the day previous, in the Straits of Malacca, an A.B. named Lechin Nicholson fell overboard and was drowned.

H.M.S. *Porpoise*, escorting the torpedo destroyers *Hendy* and *Hart*, arrived at Singapore on the 30th ult. from Colombo.

H.M.S. *Albatross* arrived from Hongkong, and the Russian cruiser *Imperator Nicholas I.* left for Colombo en route to Cronstadt.

On Monday, the 14th inst., from 9 till 6 o'clock, a sale of *work* will be held in the City Hall in connection with L'Asile de la Sa.

St. Antoine (French Sisters). His Excellency the Governor has kindly consented to bestow his patronage. The quality of the needlework produced by the children of the Convent, under the care of the Sisters, is too well known to require comment, and we have no doubt many ladies and gentlemen, particularly the latter, will take this opportunity of acquiring useful Christian presents for their friends and acquaintances.

Messrs Watkins and Co., as the local agents for Schlitz beer, have been sending out, on behalf of their principals, champagne glasses, patent cork-screws, and printed matter as advertisements for 'the beer that made Milwaukee famous,' and before many days elapsed there will not be

a bar in Hongkong without some token or other of the enterprise of this go-ahead firm. The firm of Schlitz was founded in 1849. It founded the beautiful Schlitz Hotel; and some years later laid out the charming Schlitz Park, a favourite resort of pleasure seekers in summer and winter. This Park is said to contain the most beautiful landscape that can be found in the interior of any

'LOOKER-ON' writes in the *Japan Gazette*:-
It is a curious coincidence that during the inquest into the circumstances attending the death of Mr. Carew there was present a doctor who assisted at the post-mortem in the Mayrick case. He states that the symptoms in the two cases, as described by the medical men, were almost identical, as I suppose they would be in nearly all cases.

where persons die from arsenical poisoning. There is nothing new to report with regard to the Carew case. I believe the date of the trial has been fixed, but it would take a thought-reader to discover that date. The position of juror in a murder trial is not one which men covet, and it is not unlikely that if the date when the pieces of blue paper will be distributed were known some residents would find they had important

engagements elsewhere. It is stated by another Japan newspaper that, pending the summoning of a jury in the Carew case, a number of the British residents at Yokohama have fled the town in order to escape the dreaded summons.

long Regiment, under the conductorship of Bandmaster Nasir-ud-Din, was held through the kindness and courtesy of Lieut.-Colonel Faithfull and Officers, on Tuesday evening. The grounds were illuminated in the same tasteful style as on the occasion of the first performance, strings of Japanese lanterns being suspended over the tennis court—occupied by the Band—and around the trees. In addition

the sold, the audience was considerably larger than last month, the Home contingent being augmented by a large crowd of men from the different ships in the harbour, and their shore friends. The presence of quite a considerable number of ladies completed what proved itself a most successful and enjoyable entertainment. The programme was as follows:—

1 March	The Washington Post	Spec.
2 Overture	La Reine d'Anjou	Spec.
3 Waltz	Blamed and Grieved	Spec.
4 Polkas	Polkas	Spec.
5 Polkas	Polkas	Spec.

The pieces were admirably rendered, Reminiscences of Ireland being particularly admired, and meeting with the "limon" state of applause. The next performance will probably take place on January, 185th. Haydn's "Toy Symphony" on the 30th.

VESSELS AT THE DOCKS.—At Kowloon:
Hailan, Portuguese Gunboat Dis. Tante
H.I.G.M.S. Kaleer, Larkin, Power.
Commodore—John Beasley, Chittagong
Aberdeen—Chowta.

THE KORE MATCH MANUFACTURERS have agreed to reduce their output by one-third temporarily on and after Dec. 1, so that the world does not pay on account of the war a price in price of raw materials and wages and the over-scheduling and dependence of the match markets at Shanghai and Hongkong.

to the change of order she did not take the Roger monument to Chechnya. We stopped the road.

VICTORIA REGATTA, 1896.

President:—His Excellency Sir William Robinson, K.C.M.G.

Stewards:—His Excellency Major-General Black, C.B.; Hon. E. R. Bell, C.M.G.; D. R. Brown, Esq.; His Hon. The Chief Justice Dr. Carrington, C.M.G.; Hon. C. P. Charter, Esq.; Surg.-Col. Wyatt, M.D.; Lieut.-Col. Fothergill, R.N.R.; Col. Fraser, R.A.; Lieut.-Col. B. Gordon, P.W.O.; W. V. R. D. Gilles, Esq.; Commodore Holland, R.N.; W. E. Hunt, Esq.; American Consul, T. Jackson, Esq.; Dr. W. Knapp, German Consul, J. H. Lewis, Esq.; Major Lindley, R.E.; St. C. Mitchell, Esq.; H. N. Mody, Esq.; Lieut. de Navarre, Esq., Spanish Consul, José de O'Gorman, W. H. Ray, Esq.; A. G. Romano, Esq., Consul Gen. for Portugal; A. Ross, Esq.; H. A. Ritchie, Esq.; Hon. Commander R. Murray Kenney; D. R. Sisson, Esq.; N. A. Slane, Esq.; Harbert Smith, Esq.; Hon. J. H. Stewart Lockhart, C. A. Tones, Esq.; Hon. T. H. Whitehead, C. J. S. Van Buren, Esq.

Committee:—Hon. Com. W. C. H. Hastings, R.N. (Chairman); R. B. Bisset, Esq.; R. K. Leigh, Esq.; R. A. Caldwell, Esq.; R. F. Lamont, Esq.; W. Machell, Esq.; A. Donison, Esq.; T. H. Reid, Esq.; M. A. A. Souza, Esq.

Hon. Secretary:—W. Armstrong, Esq.

Judges of the Racing Races:—R. K. Leigh, Esq.; Hon. Com. W. C. H. Hastings, R.N.

Judge of the Sailing Races:—Hon. Com. W. C. H. Hastings, R.N.

Time-keeper:—T. F. Mough, Esq.

First Day, Thursday, Dec. 10.

Beautiful weather was experienced during the opening day of the fortieth regatta held in connection with the Victoria Recreation Club, and consequently there was a large attendance of spectators. The German mail steamer *Hohenzollern* was kindly placed at the disposal of the Committee as the flagship, and every arrangement was made for the comfort of the large number of spectators who crowded her deck. The flagship was gaily decorated with bunting. The air was deliciously crisp, and there was a strong sun and cloudless sky. The sea was very lumpy at first, and a strong wind blowing from the north, but the wind gradually fell away and made it pleasant for rowing. Shortly after one o'clock, the umpire and starter's launch steamed up the course in which a few junks had anchored. Some considerable time was occupied in clearing the course of these obstructions, which thereby delayed the start of the first race.

During the afternoon the band of the Hongkong Regiment played the following programme on board the flagship:—

March "Hymn"..... 10 min.
Overture "The Stars and Stripes"..... 10 min.
Polka "Hail to the Chief"..... 10 min.
Waltz "The Stars and Stripes"..... 10 min.
Trot "The Stars and Stripes"..... 10 min.
Gallo "The Stars and Stripes"..... 10 min.
Finale "The Stars and Stripes"..... 10 min.

1.—LIGHT BOATS: open to regular Chinese crews of the same home or foreign. Boats must carry a European coxswain. Boats to be passed by the Committee. Distance, one mile. Time allowance, 8 seconds per oar. 1st prize, \$10; 2nd prize, \$5.

Only two crews entered for this race, which was well contested at the commencement, but towards the close the boat which took the inside course forged ahead and won easily by about three lengths and a half. Time, 8 min. 55 sec.

2.—CHAMBER'S CHALLENGE CUP: for four crews. Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile and a half. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Let.

Station No. 1.—Black. 10th. 10th.
Bow, A. A. Allen..... 10th. 10th.
No. 2, S. Robinson..... 10th. 10th.
No. 3, E. Bisset..... 10th. 10th.
Stroke, R. F. Lamont..... 10th. 10th.
Cox, F. H. Kew..... 10th. 10th.

Race.

Station No. 2.—White and Scarlet. 10th. 10th.
Bow, W. W. Kennett..... 10th. 10th.
No. 2, G. C. Hayward..... 10th. 10th.
No. 3, G. H. Potts..... 10th. 10th.
Stroke, H. Thorne..... 10th. 10th.
Cox, F. W. White..... 10th. 10th.

Station No. 3.—White and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 4.—White, Red and Blue. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, T. Connolly..... 10th. 10th.
No. 3, W. A. Stoppel..... 10th. 10th.
Stroke, C. G. Kinnear..... 10th. 10th.
Cox, R. H. Harrison..... 10th. 10th.

Half-an-hour later the *Let* was made, considerably difficult being experienced in getting the boats in position. Kinnear led the start, followed by Armstrong, and there was strong competition between these boats, the remainder of the race being a mere formality, however, on the outside course, soon made it apparent that he was to run them hard for it, and worked like a demon, gradually pulling up on the leaders. When nearly over the course, Fritz pulled to the front and maintained the lead till the finish. Armstrong's boat was very badly started, but they forged ahead of *Shamrock*. F. H. Kew steered the *Let* admirably, and won by about two lengths from the *Let*. Time, 11 min. 20 sec.

Station No. 5.—White, Red and Blue. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, T. Connolly..... 10th. 10th.
No. 3, W. A. Stoppel..... 10th. 10th.
Stroke, C. G. Kinnear..... 10th. 10th.
Cox, R. H. Harrison..... 10th. 10th.

Station No. 6.—White, Red and Blue. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, T. Connolly..... 10th. 10th.
No. 3, W. A. Stoppel..... 10th. 10th.
Stroke, C. G. Kinnear..... 10th. 10th.
Cox, R. H. Harrison..... 10th. 10th.

Station No. 7.—White, Red and Blue. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, T. Connolly..... 10th. 10th.
No. 3, W. A. Stoppel..... 10th. 10th.
Stroke, C. G. Kinnear..... 10th. 10th.
Cox, R. H. Harrison..... 10th. 10th.

3.—SAMPAN RACE: open to regular Chinese sampans. Distance, half-mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes.

There being no snake boats at the starting point, it was decided to pull off the sampan race. This was a splendid exhibition of brio force, and great amusement was occasioned by the strenuous efforts of the coxswains to urge on their crews, one man disappearing entirely in the vigorous manner of the stroke, while another marked the time of the stroke by vigorously stamping his foot. An exciting race, in which a large amount of water was shipped, was finished in 7 min. 14 sec.

4.—BOARDING-HOUSE BOATS: open to regular boarding-house boats. Distance, one mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes.

No boats turned up for this event.

5.—LADIES' PRIZE: presented by the Ladies of Hongkong. For four crews. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Let.

Station No. 1.—White, Blue and Black. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, T. Connolly..... 10th. 10th.
No. 3, G. C. Fullerton..... 10th. 10th.
Stroke, A. A. Allen..... 10th. 10th.
Cox, A. A. Allen..... 10th. 10th.

Station No. 2.—Black and Pink. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, F. Lamont..... 10th. 10th.
No. 3, W. Armstrong..... 10th. 10th.
Stroke, R. F. Lamont..... 10th. 10th.
Cox, G. A. Caldwell..... 10th. 10th.

Station No. 3.—Caroline and Silver. 10th. 10th.
Bow, G. C. Kinnear..... 10th. 10th.
No. 2, G. H. Potts..... 10th. 10th.
No. 3, H. Scott..... 10th. 10th.
Stroke, Surg.-Capt. Watson..... 10th. 10th.
Cox, F. W. White..... 10th. 10th.

It was anticipated that a good race would take place between the *Let* and the *Korribone* for first place. A very good start was made, and Lamont, the favourite, forged ahead and maintained the lead the whole way, the *Korribone* having no show. The *Korribone* soon fell behind and took the second position, Surg.-Capt. Watson pulling a short stroke. The finish was a regular procession. Time, 7 min. 11 sec.

At the finish of the race the prizes were presented to the winning crew on board the flagship. Miss Carrington complimented the stroke of the winning crew on his victory and then presented each of the crew with a silver cup. The genial Fritz in reply, thanked the ladies of Hongkong for their generous gifts, and presented Miss Cox with a magnificent bouquet. Three cheers and a tiger were given for the ladies and a similar compliment was paid the winning crew.

7.—CURTAINS: confined to men-of-war crews; the boats to be approved by the Committee. Distance, one mile. Time allowance, 8 seconds per oar. 1st prize, \$10; 2nd prize, \$5. Post entries.

Let.

Station No. 1.—White, Blue and Black. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, T. Connolly..... 10th. 10th.
No. 3, G. C. Fullerton..... 10th. 10th.
Stroke, A. A. Allen..... 10th. 10th.
Cox, A. A. Allen..... 10th. 10th.

Station No. 2.—Red and White Flag. 10th. 10th.
Bow, J. R. Gillingham..... 10th. 10th.
No. 2, F. Lamont..... 10th. 10th.
No. 3, F. E. Deacon..... 10th. 10th.
Stroke, T. Brown..... 10th. 10th.
Cox, F. W. White..... 10th. 10th.

Station No. 3.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 4.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 5.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 6.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 7.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 8.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 9.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 10.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 11.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 12.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 13.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 14.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 15.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 16.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 17.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 18.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 19.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Kathleen did not enter. A capital start was made, the crews pulling in splendid style. After half the distance had been covered the *brotherhood* *Alvra*, who were the only fresh crew, were far ahead, and the *Lily*, evidently thinking they had given up, slowed down. *Kew*, the stroke, however, urged on his men to go to, which he did for a short time but later gave up. The *Alvra* increased the lead, and came in an easy winner, in 6 min. 23 sec.

SAILING RACE: for all open boats; any regular Chinese owned boats excluded. Entrance, \$2. Prize, \$25. Course, nine miles. Post entries.

The following boats were entered:—
Sailor's Home Gig.
Cutler, "Southern Cross."
Hohenzollern's "Gig."
No. 7 Police Boat (Mr. Hanson).
Cutler, "Southern Cross."
Hohenzollern's "Gig."
No. 7 Police Boat (Mr. Hanson).
Cutler, "Southern Cross."
Hohenzollern's "Gig."

A good start was effected at 11 h. 9 m., only six boats starting, the *Chio* withdrawing from the race.

The boats rounded the 1st mark boat off Green Island in the following order:—

Sailor's Home Gig..... 1. 43 20
Commodore's Galley..... 1. 42 45
Southern Cross..... 1. 44 20
Police Boat..... 1. 44 20
Victor Emanuel Cutter..... 1. 44 20

All the boats then stood up on port towards E. end of Stonecutters Island, and at the fleet of small yachts rounded the Mark Boat shortly afterwards, it was a very pretty sight to see them all hauled together.

The boats passed between the Mark Boats at the Starting Point as follows:—

Police Boat..... 1. 44 20
Commodore's Galley..... 1. 42 45
Southern Cross..... 1. 44 20
Sailor's Home Gig..... 1. 43 20
Victor Emanuel Cutter..... 1. 44 20

The *Victor Emanuel* and *Hohenzollern* were by this time so far astern that times were not taken. The wind fell much lighter at this time, and the beat up to the Eastern Mark was slow.

The Mark Boat off North Point was rounded:—

Police Boat..... 1. 44 20
Commodore's Galley..... 1. 42 45
Southern Cross..... 1. 44 20
Sailor's Home Gig..... 1. 43 20
Victor Emanuel Cutter..... 1. 44 20

SAILING RACE (in two classes): Y. R. A. Handicap; for partially decked boats. Prizes, a Cup for each class. Entrance \$4. Course, nine miles.

First Class.

Meteor, T. W. Lam..... Red and blue, yellow mast, diagonal.
Maid Marion..... Blue, white bar.
Hastings..... Blue, white bar.
Phoebe, F. H. May..... Purple, yellow cross.
10 sec. Post entries.

Second Class.

Princess, J. M. Jones..... Blue and white triangles.
Chanticleer, C. A. Blue and white triangles.
Times..... Blue and white triangles.
Acting, H. E. Pollock..... Black and red.
10 sec. Post entries.

Let.

Station No. 1.—Blue and white. 10th. 10th.
Bow, T. Meek..... 10th. 10th.
No. 2, T. Connolly..... 10th. 10th.
No. 3, G. C. Fullerton..... 10th. 10th.
Stroke, A. A. Allen..... 10th. 10th.
Cox, A. A. Allen..... 10th. 10th.

Station No. 2.—Red and White Flag. 10th. 10th.
Bow, J. R. Gillingham..... 10th. 10th.
No. 2, F. Lamont..... 10th. 10th.
No. 3, F. E. Deacon..... 10th. 10th.
Stroke, T. Brown..... 10th. 10th.
Cox, F. W. White..... 10th. 10th.

Station No. 3.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 4.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 5.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 6.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 7.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 8.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 9.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 10.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 11.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 12.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 13.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 14.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 15.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 16.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

Station No. 17.—White, Red and Blue. 10th. 10th.
Bow, L. A. Ross..... 10th. 10th.
No. 2, G. C. Fullerton..... 10th. 10th.
No. 3, T. Brown..... 10th. 10th.
Stroke, W. Armstrong..... 10th. 10th.
Cox, C. T. Kew..... 10th. 10th.

FRENCH RELATIONS WITH CHINA AND JAPAN.

ANOTHER VIEW AT GREAT BRITAIN.

Is it not a curious coincidence, asks "Quidam" in *L'Indo-Chine Française*, within a period of a few months, Tonkin has been visited by Marshal Sou, commander of the Chinese troops in Kwangsi, and by General Kawakami, chief of the staff of the Japanese army. The vanquisher and the vanquished have resided in Hanoi—in the same house. We cannot say that they received the same honours, for Marshal Sou arrived in Tonkin during the National Fête, at a time when everyone was filled with joy. Then, Marshal Sou had the advantage of a reputation for rendering service to the French cause. We know that he was our friend, that he was mainly instrumental in effecting the release of the Lyauet family, and that he was endeavouring to suppress piracy on the frontiers of Tonkin and Kwangsi. He arrived at a time when the relations between France and China were of the most amicable description, and he had bestowed upon him the heartiest evidences of sympathy from the French in Tonkin.

French Indo-China is now being visited by a Japanese mission of high military officers who have gained much experience in the campaign of 1895. They have come to study on the spot the military organisation and administration of our Far Eastern colonies. There are points of resemblance in the political situation in Formosa and Tonkin, in both of which the mountainous regions are infested by bandits. The Japanese wish to study the system we have adopted for the defence of our frontiers. Wherever they have visited they were received with military honours. This visit would not interest us much were it not that it teaches us a lesson. General Kawakami has admitted the indebtedness of the Japanese army to the training officers received in France. This officers our *amour propre* and our national pride. But there are good grounds for the statements of the General. It is not only in military affairs that Japan is indebted to us. She has adopted our system of conscription, regimental system, our tactics and strategy. The Code and judicial organisation are the work of French jurists, and in other directions Japan has profited from French impulse. Our political necessities in the Far East have compelled us to draw nearer to China, and France joined the European powers which intervened to stultify Japanese aggression at the close of the war. For the time we found ourselves the adversaries of Japan. But this does not prevent us from recognising the merits of these people and from showing them our sincere sympathy. We would have been happy to meet with a little more gratitude in Japan. [This is amazing after the confession that France had allowed herself to become Japan's adversary.—Ed., C.M.]

By the confession of General Kawakami, if Japan has been victorious it is greatly due to the instruction her officers received in France. Once organised Japan has been able to acquire, with the aid of the lessons learnt in France, a position of first-class importance in the Far East. Why then are we obliged to confess that all Japan's favours go to England? [Yes; that is the clever hoof.—Ed., C.M.] Likely to be the ally of Japan, this nation (England, to wit), selfish to a degree that has inspired a terrible hatred of her by the whole of Europe, will become the dictator of the Japanese

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1896.  1896.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASACKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 16 knots.

PROPOSED SAILINGS FROM HONGKONG.

DESTINATION	COMMANDER	SHIP	DAY	DATE
EMPRESS OF JAPAN	Comdr. GEO. A. LEE, R.N.R.	EMPRESS OF JAPAN	WEDNESDAY	23rd Dec./96
EMPRESS OF CHINA	R. ARTHUR	EMPRESS OF CHINA	WEDNESDAY	20th Jan./97
EMPRESS OF INDIA	Comdr. O. P. MERRALL, R.N.R.	EMPRESS OF INDIA	WEDNESDAY	17th Feb./97

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)

in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and connect the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with the Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL FARES ONLY granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive feature of this Company's route, embraces the PALATIAN STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

Hongkong, November 25, 1896,

D. E. BROWN, General Agent,
PRINCE STREET.

Intimations.

Intimations.

THE EASTERN MICA MANIPULATING WORKS, LIMITED.
 (INCORPORATED UNDER THE COMPANIES ORDINANCES 1856 TO 1860 WHEREBY THE LIABILITY OF EACH SHAREHOLDER IS LIMITED TO THE AMOUNT OF HIS SHARE).
CAPITAL,\$50,000.00.
 Divided into 6,000 Shares of \$10 each, of which 500 fully paid-up Shares will be Allotted to the Vendor in part payment of the purchase money, and of the remainder 5,500 Shares are now offered for Subscription, payable as follows:-
 \$2 per Share on Application, \$3 per Share on Allotment, and the remaining \$3 per Share as required at Call.

General Manager
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Bankers:
**THE NATIONAL BANK OF CHINA,
LIMITED.**

Solicitor:
K. W. MOUNSEY, Esq.

Secretary (pro tem):
GEORGE W. KIRKPATRICK, Esq.,
c/o HONGKONG HOTEL.

**WINDSOR HOTEL,
HONGKONG.**

Monthly Boarders at Moderate Rates
Madar & Farmer,
Proprietors.
Hongkong, September 3, 1896. 178

THE COMPANY has been formed for the purpose more particularly set out in the Company's Prospectus and Memorandum and Articles of Association, both of which can be seen at the Offices of the Company's Solicitor.

The business of the company commencing in March, 1895, shows a net profit of about 40 per cent., which with sufficient capital should in a short time increase to a marked extent and return a handsome profit on the subscribed capital. The purchase price has been fixed by the Vendor at \$10,000, payable in \$5,000 cash and in the balance in 100 fully paid-up shares.

CHOPS, STEAKS, &c., &c., at the
time, between 7.30 a.m. and 11.30 p.m.

THIS ESTABLISHMENT, situated in the elegant Building known as "COLAUGHTER HOUSE," offers Facilities and accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1896.

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OPEN ALL THE YEAR ROUND.

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For further Particulars, apply to
THE MANAGER
New Victoria Hotel.
Hongkong, November 24, 1896.

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MISSION STRANGERS
History of the Churches of India,
Burmah, Siam, China, Japan,
Ceylon, &c.

signing the Memorandum and Articles of Association.

The Agreement, Memorandum and Articles of Association and plans and all other information can be inspected and solicited at the Offices of the Company's Governor, Mr. K. W. MOUNTAIN, Nos. 61 and 68, Queen's Road Central.

Applications for shares should be made upon forms, which may be obtained from the Company's Bankers or Solicitors and the amount payable on application must at the same time be paid to the Company's Bankers.

If no allotment is made, the deposit will be returned without deduction of interest.

General Meeting for application will be held on the 10th December 1896, when the allotment of shares will be proceeded with.

Hongkong, November 24, 1896. 5401

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